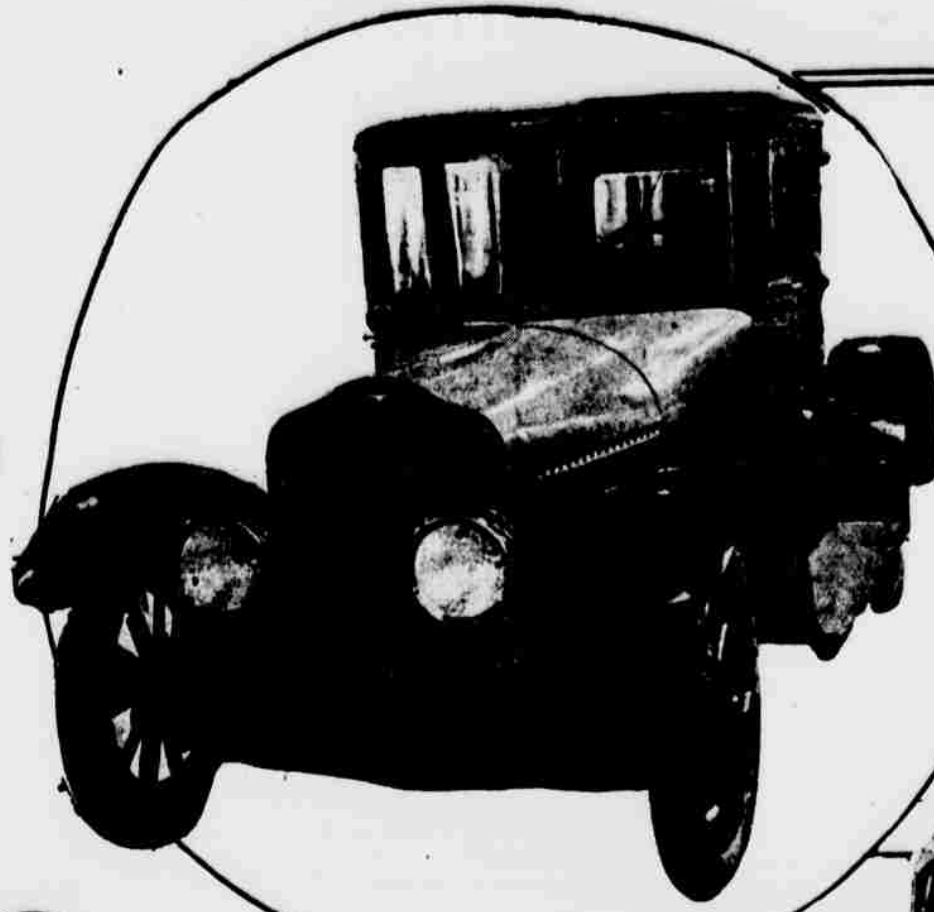
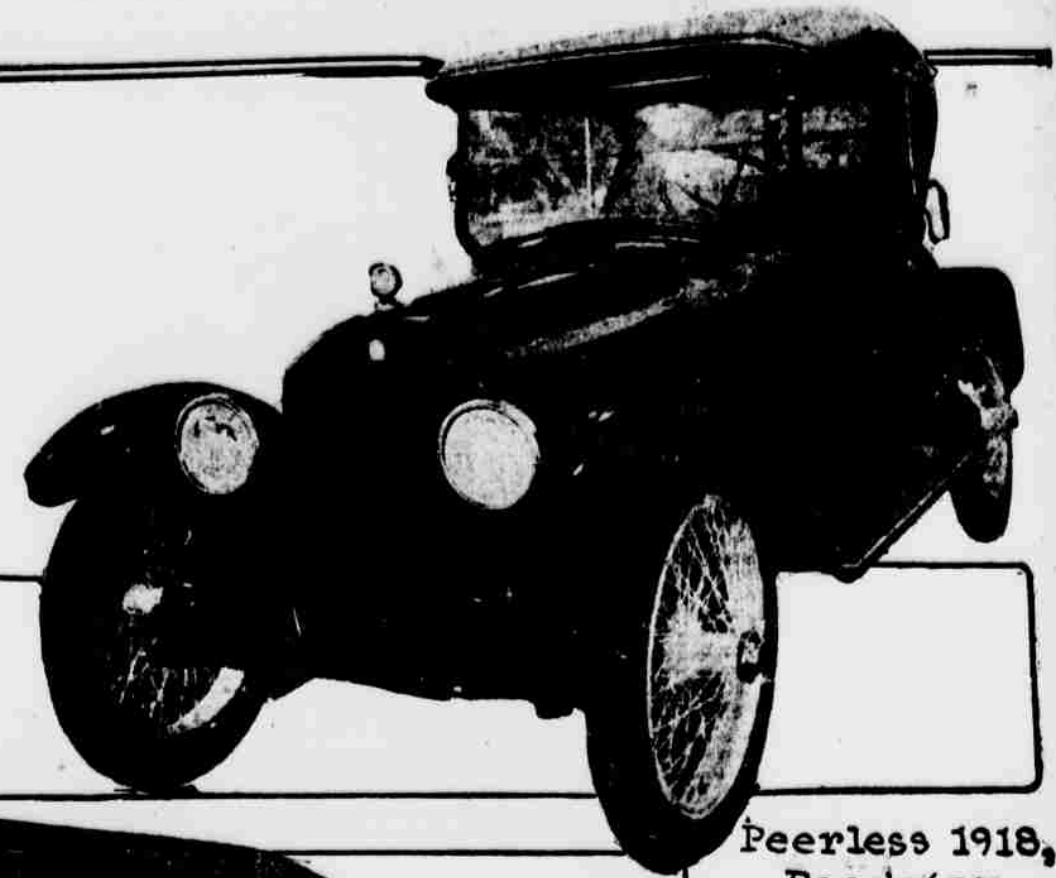


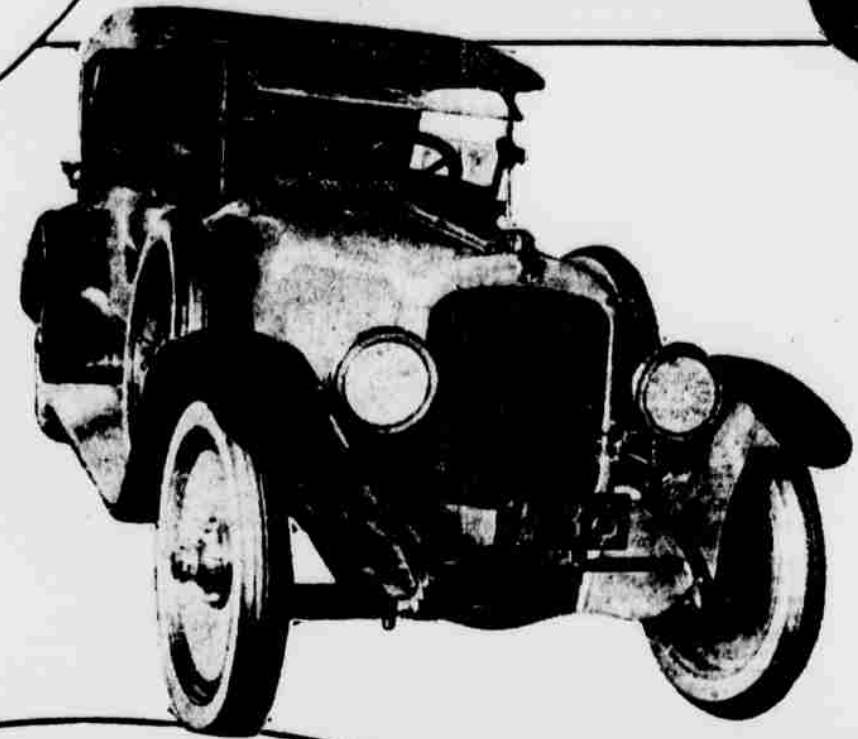
Moon 1918,
Club Roadster.



White 1918,
Coupe



Peerless 1918,
Roadster.



You See

LENZ

Salon They Are Standard Equipment
Overwhelming
Know Lenses Best

IT gives a widespread, all-revealing light. Near and far, close and wide, it floods one's entire field of vision.

It lights the road and roadsides, the curves and turns, the upgrades and the downgrades. It lights them all like daylight.

The light is not affected by rise and fall of the car, nor by turning of the lens in the lamp-rim. That is vitally important.

The Warner-Lenz gives the ideal light. Drive for five minutes behind it and you never will drive without it. Compare it with other lawful lenses and you are bound to choose it.

The evidence lies in these engineers' verdict. Compare all types as they do and you will surely vote with them.

An Urgent Question

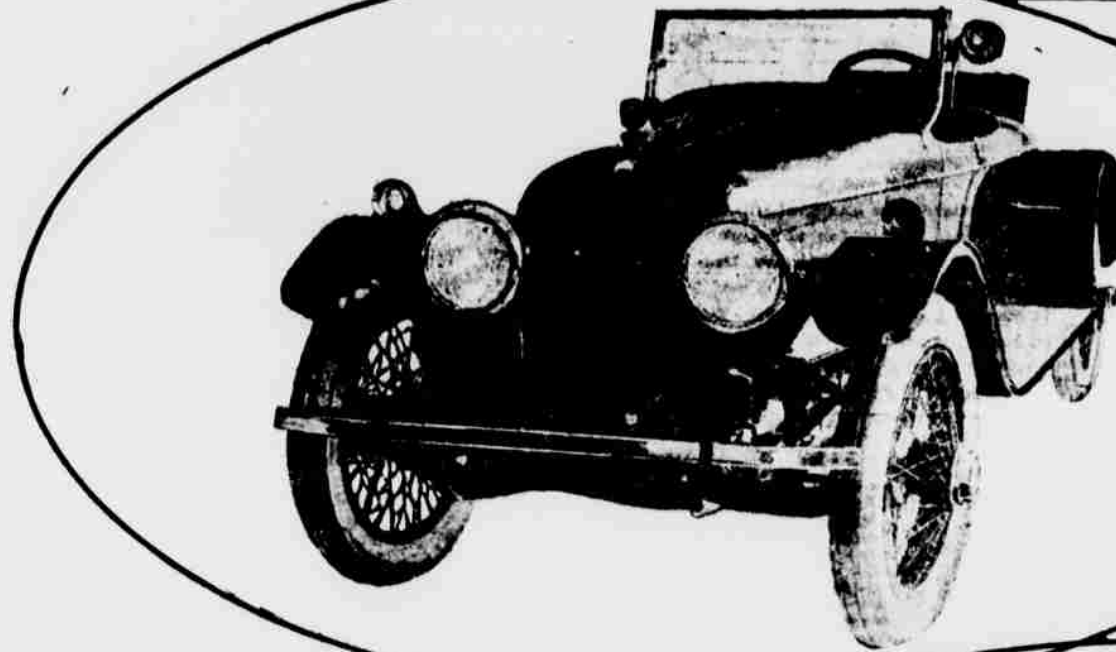
In 22 states there are state-wide laws forbidding glare lights now. Also in most cities. The old-time shaft-light is almost a universal outlaw.

In country driving dimmers will not do. They give too little light.

The right step is to change at once to the Warner-Lenz. Then your full light will be legal. You will also have a ten-fold better light.

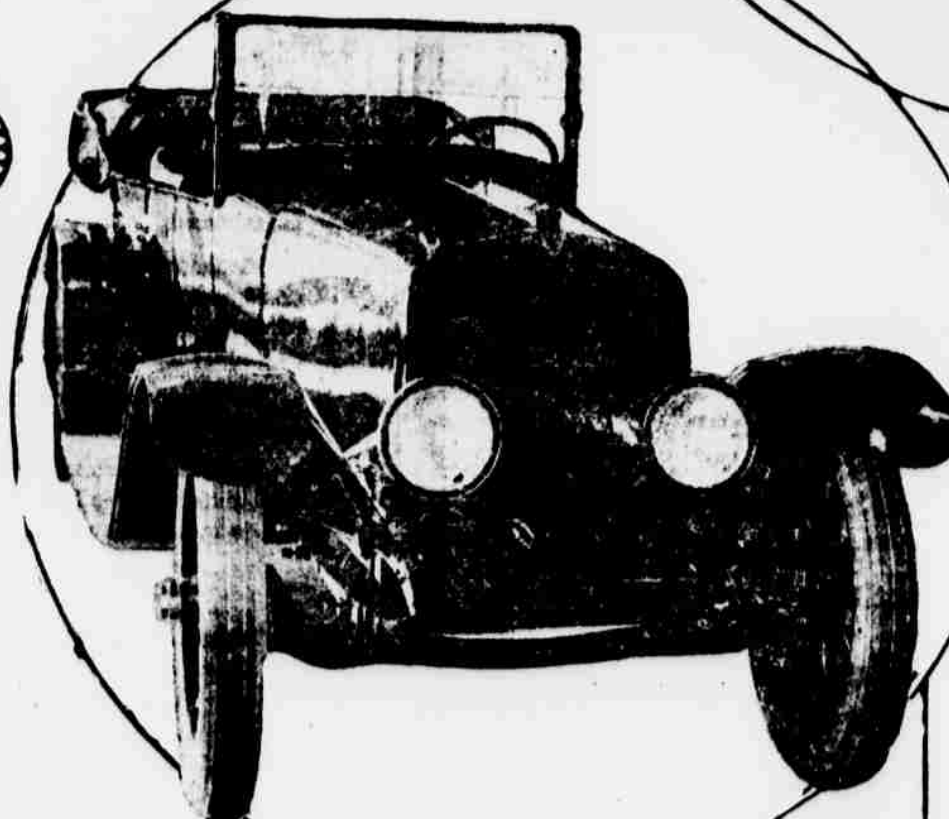
LENZ

More Warner-Lenz are in use than any other.

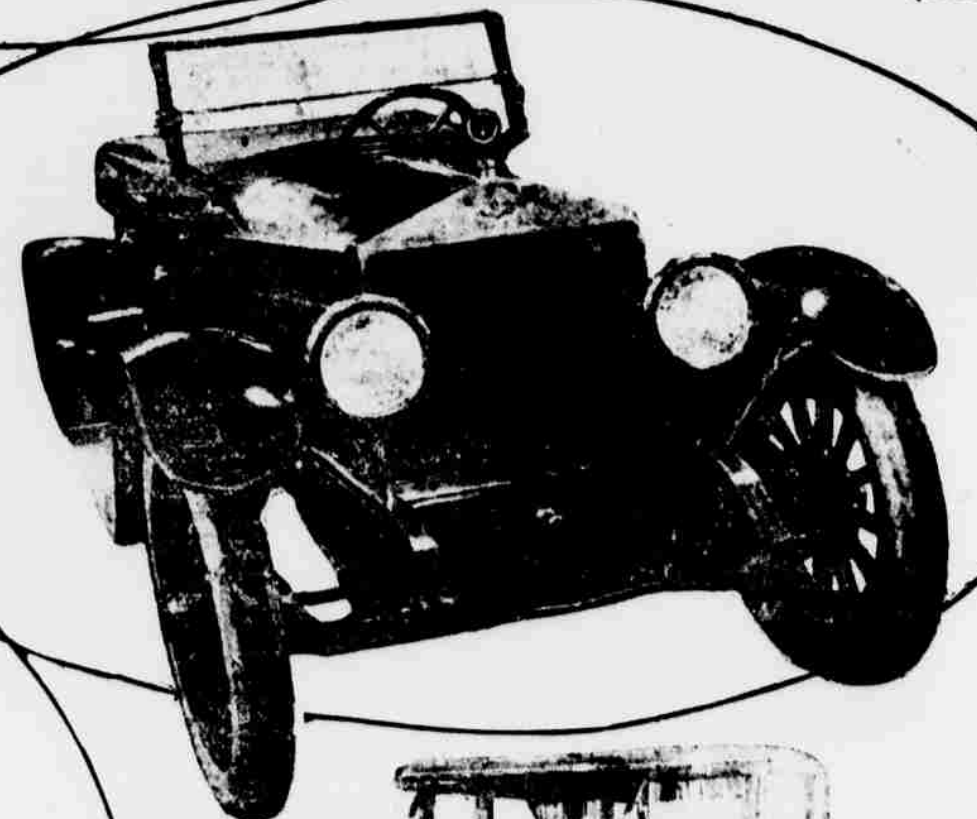


Hal-Twelve
1918,
Roadster

Cunningham 1918,
Roadster

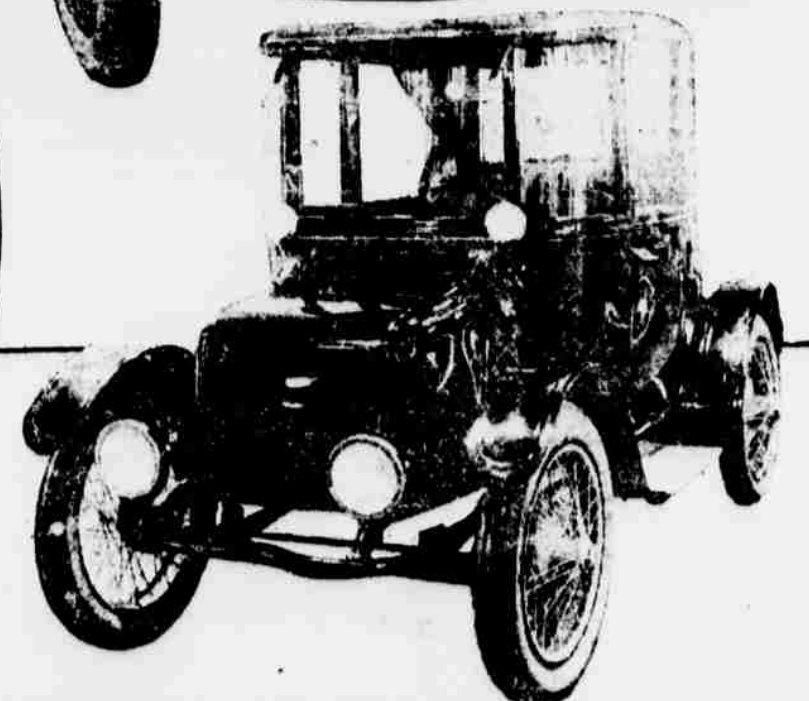


Doble 1918,
Steam Car.

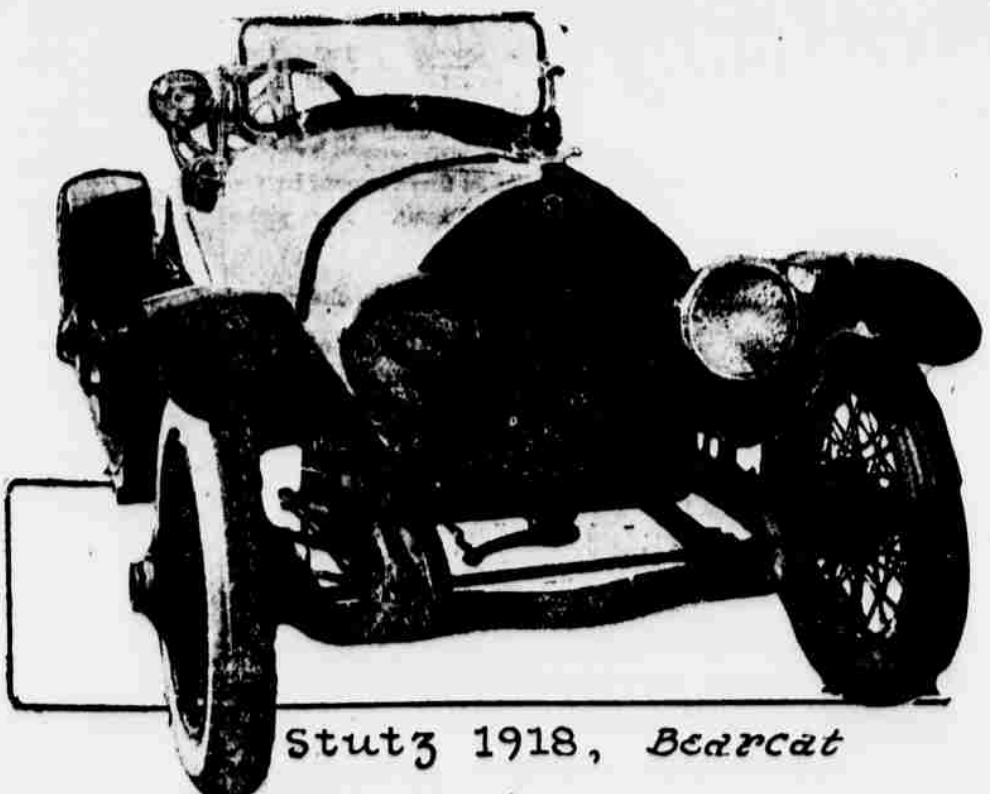


Murray 1918,
Roadster.

(BELOW)



Ohio Electric 1918,
"Model 44."



Stutz 1918, Bearcat